

SUPREME COURT.

Thursday, October 15th.

IN SUMMARY JURISDICTION.

BEFORE MR. H. J. GOMPERSZ (ACTING
JUDGE).

A DEFENDANT'S ILLNESS.
When the case of *Ying Chong and Company v. M. Christie* was called Mr. J. H. Gardiner, for the defendant, asked for an adjournment as his client was too unwell to appear. He would produce a medical certificate.

Mr. Otto Kong Sing, on behalf of the plaintiff, objected. He said that the money had been owing for two years and the writ had been issued more than a month.

Mr. Gardiner explained that his client was too ill to appear before a medical certificate to that effect was produced.

Mr. Otto Kong Sing explained that when the writ was issued Mr. Reginald Harding had the case and Mr. Dixon appeared for him and asked for an adjournment. An adjournment had been granted and then Mr. Gardiner took up the case and also obtained a further adjournment. It had been going on for a fortnight.

His Lordship thought it would be rather unfair to have gone on in face of the medical certificate.

Mr. Otto Kong Sing admitted that it would have been so at that time. Again his friend came into court and asked for an adjournment. Perhaps the woman was ill, but after the writ she was in his office.

Mr. Gardiner—She has not been in your office since then?

His Lordship—I don't see how I can go behind a medical certificate.

Mr. Otto Kong Sing—That was last Friday. Mr. Gardiner—I have asked for another medical certificate. I understand Dr. Bellios will attend to-day.

His Lordship—If that certificate is put in I think the defendant is entitled to a further adjournment.

Mr. Otto Kong Sing—If this certificate is not produced I would ask your Lordship to take it to-morrow.

Mr. Gardiner—Subject to the certificate being produced your Lordship will not allow costs, simply the costs in the case, not the costs in this adjournment.

Mr. Otto Kong Sing—You must pay that in any case.

Mr. Gardiner—No.

His Lordship—Subject to the certificate being produced I will postpone it to-morrow. If it is not filed I will deal with it.

Mr. Otto Kong Sing—My client is entitled to the costs to-day.

His Lordship—It is not the usual practice.

Mr. Otto Kong Sing—In any case I am entitled to the costs of this adjournment.

Mr. Gardiner—That is for the Registrar.

His Lordship—I will put the case in to-morrow's list.

AN INGENIOUS DEFENCE.

Lo San Ting sued the *Ying Tak Lung* for \$152. Mr. J. H. Gardiner appeared for the plaintiff and defendants were represented by Mr. Morrell.

Mr. Gardiner explained that the plaintiff, a very ignorant man, came to Hongkong with the intention of proceeding to Salina Cruz. He asked the defendants' manager to procure a ticket for him, handing him \$100 which was all the money he possessed. Defendant added \$20 to this in order to make up the necessary \$120. The ticket was obtained, but as defendant was not passed by the doctor, the money was refunded. He asked the defendants to retain the money for him, drawing only \$8. When he subsequently asked for the money he could not get it, though defendant admitted at a meeting of the Sanning people that he owed the money. Later he offered \$27, holding the remainder as he wanted to pay the costs of his solicitors, Messrs. Goldring, Barlow and Morrell.

The defence was that the manager conducted the passage booking as a personal business. The hearing was adjourned.

BECH-DE-MER.

The demand from China for the succulent sea slug, the beche-de-mer of the North Queensland coast, is so heavy just at present that the industry has become very profitable, and many young fellows combine business with pleasure by embarking on the coast trade. A fair-sized boat about twenty tons is required with a draught not exceeding 6 feet. A large quantity of water must be carried. A smoke-house has also to be erected on the boat. Beche-de-mer has to be smoked and cured before it is ready for market. A beche-de-mer is a long boat carries a crew of about eighteen coloured men, who act as divers and smokehouse hands, and one white man, who is captain.

The beche-de-mer is a fish found in the sea which washes about the Great Barrier Reef of Queensland, and it looks exactly like a big opaque jelly in the form of a German sausage. There are four or five different species of the fish and they are all to be found resting on little ledges of rock. The crew take the dinghies from the boat and row to the rocks, where, after collecting the fish lying about on the surface rocks, they dive for those below. The divers which these men perform are really marvellous, some of them reaching to a depth of six and seven fathoms. When the fish have been collected, the men row back with them to the schooner, where the fish are split open, and then boiled. After they have been boiled, they are opened out and dried, and then put into the smoke-house over a fire made from mangrove wood. When thoroughly cured beche-de-mer is packed into bags, and taken to Thursday Island where it is bought by Chinamen. The Chinamen buy the commodity only by tender, and they pay a high price for it. Hongkong is the final destination of the beche-de-mer, and the white men find it impossible to handle it either on this side or in China. The Chinese are sole users of beche-de-mer, and if they are going to eat it in their soup they take good care that they are the only ones who handle it. Beche-de-mer has more of a standard value than pearl-shell, and it always finds a ready market.

THE BUILDING COLLAPSE INQUIRY.

SENSATIONAL FINISH.

ARCHITECT COMMITTED FOR TRIAL.

The inquiry into the cause of death of six Chinese, killed in the collapse at 36, Portland Street, Yau-mat, in the typhoon of July 27-28th, was concluded before Mr. J. H. Kemp and a jury at the Magistracy yesterday afternoon.

Mr. F. B. L. Bowley, Crown Solicitor, represented the Crown, and Mr. H. J. Gedge (of Messrs. Johnson, Stokes and Master) appeared on behalf of Messrs. Palmer and Turner, the architects.

His Worship said it had been suggested to him, in connection with the question asked by a juror at the last hearing, that an officer of the Royal Engineers might be asked to inspect the building. He also understood that photographs were being taken of the broken ends of the wall. He did not intend, however, to call fresh evidence, or to wait for those photographs.

Mr. Bowley was then asked to address the jury, but intimated that he thought Mr. Gedge should speak first.

His Worship—In a case of this kind no one knows who the evidence is going to tell against. Mr. Bowley—I cannot tell against me. I represent the Crown. I think the opening and subsequent evidence has sufficiently indicated where the defect lies.

Mr. Gedge—Mr. Bowley is not here in the position of a Crown Prosecutor, and he ought to be fairly, and without bias, put forward his evidence and make his speech on that evidence. Nobody at present is indictable for anything.

His Worship—I don't know what the practice has been before.

Mr. Bowley—In this case my friend appeared for a party, and after I called all the evidence I wished to be called further evidence. Surely that puts him in the position of a defendant. If my friend had not called any evidence it would be quite a different position.

Mr. Gedge—I only called evidence with the consent of the coroner. I am not in any way a party to the proceedings.

Mr. Bowley—I am entirely in your Worship's hands in the matter.

His Worship said he would prefer Mr. Bowley to address the jury.

Mr. Bowley said the jury would recognize that this was a case of extreme importance.

The collapse occasioned the deaths of six persons, but the small number killed was owing to the way in which it happened. Although only six persons were killed, the collapse possibly endangered the lives of no less than 100 persons. He appeared for the Crown in this matter and took it that it was the first duty of the Crown, as the personification of Government, to protect the lives and limbs of its subjects. The jury did not require Mr. Denison to prove that the typhoon blew the wall down. It was a matter of common knowledge, and it had been proved in Court that the July typhoon was of extraordinary violence, and blow from the S.E.E. The flank wall of this block of houses was in a high degree exposed to the effects of a S.E.E. gale. If they found, on inquiry into the history of this wall that it had been properly built in accordance with the law, and in accordance with the skill of architects and builders, then there would be nothing more to say beyond that it was a regrettable accident. But a cursory glance at the remains of the flank wall revealed the fact that it was badly bonded in the heart of it. It was also observed that the wall fell more or less in single bricks. These houses were practically new; they were only six years old, and had not had time to deteriorate, but on the contrary the mortar, cement and other materials must have had time to consolidate. Mr. Bowley next dealt with the history of these walls, which he characterized as most extraordinary. It was not at all a pleasant thing, he said, to have to attack a man in his absence. Mr. Tooker was not here to explain his action in any way, but the jury could see how Mr. Chatham, his superior in the department, did his best to shield Mr. Tooker from any blame—very naturally and very properly. But the speaker thought the jury would consider that Mr. Tooker took a very serious responsibility upon himself when he disregarded the report of the Inspector of Buildings and the Assistant Engineer that the wall should be pulled down. He disregarded these reports and allowed the architects to strap up the houses with bars of iron. Mr. Denison was called to support the theory of the architects, and the best he could say for this wall was that there were quite a number of cross bonds missing in portions of it. An attempt was made to show that good mortar was not obtainable in Hongkong, but practically all the houses in the Colony were built of mortar composed of local shell-burned lime and red earth. Several parties were concerned with the building of these houses—the owners, the architects, the contractor and in a different degree the Building Authority. The owners, Humphreys' Estate and Finance Co., employed one of the leading firms of architects in the Colony to put up 26 Chinese houses for them. Apparently they put the whole matter in the hands of their architects, who prepared plans and called tenders, the contract of which was not accepted. The contract was prepared by Messrs. Palmer and Turner, and the work was carried out by them. There was no suggestion that the architect did not have an entirely free hand in the matter, and he submitted that when owners of property employed the best skill they could in a work of this sort, whatever blame might attach to anybody else, no blame attached to the owners. The contractors had practically vanished; there was no member of the firm left except one old man, who said he had nothing to do with the building of the houses. The sub-contractors

who took over the job and finished it had also vanished, so there was not much use of discussing the liability and responsibility of the contractors. But in this case the architects were peculiarly responsible for the whole business. They had signed the notice of intention to build, and the fact of their signing that notice threw upon them by law the responsibility of seeing that the whole of the provisions of the Building Ordinance were carried out. They were not bound to sign that notice, but they had, and they could not shift the responsibility on to any other person whatever. Not only had they undertaken the initial responsibility, but they also undertook the supervision of the houses. Of course they had not done these things gratuitously. They were paid a commission of five per cent. on the contract price, which was considerable. Under the terms of the contract they were put in almost absolute control over the contractor. Everything had to be done to their satisfaction; they could condemn any materials and any bad work; and they could withhold payment to the contractor. Finding that these houses were so badly built, they might have refused to pay the contractor anything. In addition to the Statutory responsibility which fell upon them, there was a Common Law responsibility. If negligence were found against any person who undertook any work or action which tended to the danger of the public, the Common Law threw on him criminal responsibility. The Ordinance under which these houses were built was passed in 1891, and he submitted that in the construction of these houses that law had been broken. Another set of persons the jury had to consider was the Building Authority and his assistants. If the architects or contractors had done anything wrong, they could not possibly shield themselves by saying that the Inspector of Buildings or any of his assistants had neglected their duty. They were not appointed to their duty. They were in the position of police work, but were in the position of police.

Mr. Bowley thought that Mr. Tooker committed a grave error of judgment when he passed these buildings, but his error of judgment was nothing at all compared with the error of judgment, mistake or carelessness of the architects who supervised the erection of these buildings. It was said that it was very difficult indeed to find reliable contractors, reliable foremen and honest bricklayers. But this block of 26 houses was worth \$74,000. Was not that a sufficiently important job for an architect to visit as often as necessary to insure the work being properly done? They were told by Mr. Bird that the mortar was never tested. How was it possible to tell the quality of mortar if it was not tested? It was quite obvious that Mr. Tooker did not see that the work had been properly carried out. After the jury had found what caused the death of these persons and what caused the collapse, they would have to say whether anything else contributed to the collapse. He submitted that the faulty construction and bad building contributed to the collapse, and that the architects were responsible for the bad work. If the jury thought they were negligent it was their duty to say so; if, on the other hand they thought any other person negligent, it was their duty to say so.

Mr. Gedge said if the jury came to the conclusion that the fall of the wall was contributed to by criminal negligence, there was no doubt they could add a rider to their verdict to that effect, and it would then be for his Worship to say, according to the facts disclosed, whether he should commit that person for trial. But it was not necessary to find anyone guilty of manslaughter, or to pass any opinion whatsoever. The jurors were present to ascertain the cause of death, and were not called upon to find any person responsible. He submitted that it was not the primary object of this inquiry to find out whether anyone was criminally responsible or criminally negligent. Mr. Gedge referred at length to the law on the subject of criminal or culpable negligence, and said that his client, to be liable in this case, would have to be proved grossly negligent, and grossly was a very strong word. When Mr. Tooker issued a certificate for this work, he submitted that his client's Statutory liability came to an end. The duty of an architect was to prepare plans, get in tenders and superintend construction. Every plan under the Building Ordinance had to be approved by the Surveyor-General, and in every case the plans were so approved, so the first duty of the architect was satisfactorily discharged. As to the other duties: There was a European foreman on the job, and his duties were to see that the buildings were put up in accordance with the plans and specifications, and to see that the walls were properly bonded. It must have been obvious to the jury that the architect could not possibly superintend every detail of construction. All the witnesses for the Crown, in a casual, broadcast way, said that the bonding was bad; then Mr. Denison got into the box and took the trouble to specify as to what bonding was good and what was bad. Because six bonding bricks were missing the Crown Solicitor wanted to make out that it was an absolutely rotten wall, and that it would have fallen without a typhoon. The action of Mr. Tooker in passing the plan was sufficient proof as to his satisfaction of the building, and he submitted that the architect, Mr. Tooker and everyone else had done his duty. If every wall with a crack in it was pulled down, Hongkong would soon be demolished. He submitted to the jury that there had been no negligence by his client.

His Worship pointed out to the jurors that if they found there had been gross negligence it was their duty to bring in a verdict accordingly. They had two things to direct their minds to. The first was the cause of death. The second was whether anyone was guilty of gross negligence amounting to manslaughter.

In order to find manslaughter they had to find that three links existed in a chain. The first was, that death was due to the collapse; the second, that the collapse was substantially contributed to by bad work; the third, that the bad work was due to gross criminal negligence. Negligence that amounted to manslaughter must be gross. The jurors were not there to actually try any person, or to say whether there was a *prima facie* case against any person. They were to try to disentangle the liability of the different partners in the firm of Messrs. Palmer and Turner. As a matter of law, he did not think one partner was liable for the acts of the other partners; he might be civilly, Mr. Turner was chiefly in charge of this work, but he was now absent from the Colony, and on certain points which turned against him he might have explanations to offer. It seemed to his Worship that it was not safe to set on that evidence without hearing Mr. Turner's explanations. Therefore the case might be confined to Mr. Bird. Mr. Bird submitted the plan, and must have known this wall should have had special dimensions and that ought to have made him very careful of the construction of it. He said it was the duty of the foreman to see that the mortar was up to specification, but his Worship thought the jury would say it was the duty of the architect. Mr. Bird did not appear to have satisfied himself in any way of the foreman's experience, whereas it was his duty to have satisfied himself in some way. Again, he appeared to have known perfectly well that this contractor was putting in bad work, and that should have made him specially careful. He also sent the notices to inspect, so he was the member of the firm who had to satisfy himself that the buildings were in a fit state to be passed. But the different members of the firm tried to get the contractors to put in good work by making them take portions of the buildings down, and so on. In considering Mr. Bird's liability the jurors should bear in mind that although the bonding was quite bad in some parts of the wall, it was quite good in other parts.

The jury then retired, returning into Court after an absence of forty minutes, when the foreman (Mr. Austin) announced that they found that death was due to a collapse, caused by the typhoon of 27th-28th July.

They were not unanimous with regard to the question of gross negligence, two being of opinion that there had been gross negligence on the part of Mr. Bird, while the third held that there was negligence, but not gross negligence.

They were unanimously of the opinion that Mr. Tooker committed a serious error of judgment in passing the houses and issuing the certificate.

His Worship—Regarding the third part, I don't know whether I ought to record it, my reason being that Mr. Tooker is not here to give any explanation of his conduct, and I don't understand clearly why you wish to censure Mr. Tooker without any reference to the architect who supervised the greater part of the work. I mention this because I referred to the fact that Mr. Turner was not here, but did not refer to Mr. Tooker.

The Foreman—That is our opinion from the evidence brought before us. There may be evidence to be heard on the other side.

His Worship—Two out of three jurors having found gross negligence on the part of Mr. Bird, I don't think I can say there is no case in my duty to commit him.

His Worship then committed Mr. Bird for trial on a charge of manslaughter, allowing him in his own recognizances in the sum of \$1,000.

KOWLOON CRICKET CLUB.

The annual general meeting of the members of the Kowloon Cricket Club was held last night in the Club Pavilion. Mr. H. T. Richardson presided over a good attendance.

The CHAIRMAN moved the adoption of the report and balance sheet, and in doing so, congratulated the members on the satisfactory position of the club.

The report was adopted.

The election of office-bearers resulted as follows: President, Mr. H. N. Mody; vice-president, Mr. W. Stewart; captain of the cricket team, Mr. S. Lightfoot; vice-captain, Mr. J. P. Robinson; captain of the hockey team, Mr. C. W. de Jersey; hon. secretary, Mr. T. Chee; hon. treasurer, Mr. F. P. de Jersey. Committee—Messrs. Macdonagh, Smith, Clelland, Jeffries, Harvey, Neilson, and Richardson.

On the suggestion of Mr. CHAPPEL, it was agreed that the retiring Chairman be appointed honorary vice president, and votes of thanks were awarded the retiring committee and chairman, as well as the hon. secretary and treasurer.

The report stated: Gentlemen, In presenting their annual report and statement of accounts for the year ending 31st August, 1908, the Committee feel that there is considerable cause for satisfaction at the result of the year's working. The Club has been placed on a sounder financial basis than for a long time past.

The Committee decided that the time had arrived when the Club should possess some more permanent structure, and thanks to the great interest shown by our President, Mr. H. N. Mody and our Chairman Mr. Richardson and members, they were able to complete the present undertaking in a very satisfactory manner.

The ground is in a better condition than in the past, the cricket pitch has been reformed and water has been laid on, which materially assists in the ground work. The Committee sanctioned (with the approval of the Government) the laying of a cinder track; this has greatly improved the appearance of the ground and should tend to popularize sport in Kowloon.

SHIPPING NEWS.

THE PORT SAID COLLISIONS.

The collision between the steamers "City of Edinburgh" and "Somali" at Port Said on 25th ult. is more serious than was at first believed. The "City of Edinburgh" had 5 feet of her upper plating ripped open, and the "Somali" lost 45 feet of her bulwarks. Both ships had many frames and beams broken and bent.

ANOTHER NEW P. AND O. STEAMER. The second of the P. and O. Company's new mail and passenger steamers is the "Malwa," which, it has already been arranged, is to leave London on Jan. 29 for Colombo and Australian ports. Like the "Mores," the first of the new vessels of the "M" class, the "Malwa" will be liberally supplied with single berth cabins, will have a dining room in addition to the usual smoking-saloon, and will be furnished with a laundry. It is announced that next spring the P. and O. mail service from Australia, will, with one exception, be carried on in vessels of the "M" class. This, of course, will release certain other well-known steamers, which will be employed in the improvement of other branches of the company's service.

THE FUTURE OF ISLAM.

Mr. Theodore Morrison, in an article in the *Nineteenth Century* entitled "Can Islam be Reformed?" expresses Lord Cromer's view that the elasticity of the religion is an insuperable obstacle and argues that the number of sects in Islam is a proof of its innate capacity for reform of opinions. Interpretations of the Koran's teachings are changing remarkably notably in India. He confidently anticipates great reforms in the Mahomedan world, but many obstacles unconnected with religion are in the path of political reconstruction, and the atrophy of political institutions already existing in the management of villages, religious communities, etc. which the people will work better than any theoretically superior institution with which they are not familiar.

INDIAN ARMY PENSIONS.

It is notified that the Secretary of State for India has sanctioned: (1) The institution of a pension of £800 annually after completion of thirty years' service for Indian pensioners under the Indian Army Regulations, Vol. I, para 706. (2) The admission of unemployed pay during residence out of India at a rate of £500 per annum to officers of the Indian Army below the rank of Major-General, who have adhered to the furlough regulations of 1885, provided they have completed 24 years' service for Indian pension. An officer subject to the furlough regulations of 1885 who entered the Indian Army on or after 1st July 1881 will now be granted permission to reside in or out of India immediately on vacating his appointment under regulations in force, instead of being granted leave in the first instance as required by the existing rule, but he will be commuted to cash from the date he becomes unemployed any furlough he may have at his credit on that date. (3) The Secretary of State has also approved of the grant of the same concession to all officers now or heretofore in civil employ who entered the Indian Army before 1st July 1881 and joined the civil department between 1st April 1884 and 1st November 1887, if on superannuation from civil employ they have not or had not completed 32 years' service for pension, on condition that they retire when entitled to that pension.

OPIUM SEIZURES AT BANGKOK.

The Customs officials in Bangkok have been kept very busy engaged during the last few days, says the *Bangkok Times*, of the 25th ult. and quite a number of opium seizures have been made. On the 24th, a coolie was found with 15 taels concealed in his clothes. Another coolie, on the 25th, had 10 taels. When the *Lockman* was searched, 5 taels were discovered in the sailors' galley, 10 in a lavatory, and 20 in the casing of a steam pipe. The two quantities first mentioned were concealed very cleverly. In each case an ordinary piece of wood had been hollowed out, the opium placed in the cavity, and the wood thrown carelessly down on the deck.

On the 26th, which brought over 1,300 coolies from Swatow, 81 taels of opium and 31 of opium dross were found in a false bottomed box, belonging to one of the passengers. Another man was found to have 23 taels of opium dross in his possession.

WATER RETURN.

Level and Storage of water in Reservoirs on the 1st October City and Hill District Water Works.

	1907.	1908.
Tytan	2 ft. 6 1/2 in.	2 ft. 7 1/2 in.
Tytan Bywater	2 ft. 3 in.	2 ft. 8 in.
Tytan Intermediate	0 ft. 1 in.	2 ft. 6 1/2 in.
Pokfulum	1 ft. 9 in.	2 ft. 0 in.
Wongnialung	2 ft. 0 in.	2 ft. 0 in.

STORAGE GALLONS.

	1907.	1908.
Tytan	407,000	407,000
Tytan Bywater	25,908	26,301
Tytan Intermediate	186,388	210,390
Pokfulum	68,891	71,409
Wongnialung	33,260	33,260

Total 782,417,000 747,340,000

CONSUMPTION OF WATER IN THE CITY AND HILL DISTRICT DURING THE MONTH OF SEPTEMBER.

	1907.	1908.
Consumption...	145,722,000	144,108,000
Estimated population	203,560	207,360

Consumption per head per day 23.6 23.1 gallons

Constant supply during September in both years. The return of Consumption is subject to error owing to the difficulty of accurate measurement whilst the extension works at Albany Filter Beds are in progress.

KOWLOON WATER WORKS.

	1907.	1908.
Kowloon Gravitation	Below overflow	Below overflow
Reservoir...	30 ft. 0 in.	20 ft. 0 in.

STORAGE GALLONS.

	1907.	1908.
Kowloon Gravitation	112,000,000	178,700,000

CONSUMPTION OF WATER IN KOWLOON DURING THE MONTH OF SEPTEMBER.

	1907.	1908.
Consumption...	23,611,000	23,691,000
Estimated population	79,700	84,500

Consumption per head per day 9.0 11.3 gallons

The Government Analyst reports that the water is of excellent quality.

PUB. WORKS DEPARTMENT.

W. CHATHAM, Water Authority.

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Hongkong, 13th July, 1908.

THE FLOODS AT HYDERABAD.

Telegrams in Rangoon papers from Secunderabad, dated the 25th ult., give the following information about the floods mentioned in recent London telegrams:—

An unprecedented, devastating flood has caused heavy loss of life and property at Hyderabad. The river Musi has burst, flooding an area of ten square miles, washing away Afzalgunj hospital and the bridge, the Begum and Residency and bazaars. Hundreds of lives are lost and many people rendered homeless. Several lakhs of property is completely destroyed. The Residency grounds, the lower portion of the houses and of Captain Mita-Manohar's bungalow are under water. The telegraph office is flooded. The staff had a narrow escape. Rescue work in boats and on elephants is carried on strenuously. It seems worse than a battlefield, hundreds of corpses are to be seen and are being extricated from the debris. Sir Asaf-ul-Mulk was the last person to cross Oliphant bridge at imminent peril just before it and Afzalgunj bridge collapsed. Two other bridges were also washed away. There are several branches of the railway and the train service is seriously impeded. Hyderabad city is completely isolated, and communication is only possible by signals. Torrential rain fell incessantly on Saturday and Sunday, registering fifteen inches in thirty hours.

CHALDEA RECREATED.

A GREAT SCHEME. The Turkish Government has engaged Sir William Wilks to superintend the contemplated irrigation and canalisation works in Mesopotamia and elsewhere. The brief announcement by the press is emblematic of the immense change which has been effected in Turkey by the revolution. It will be within the recollection of many of our readers that some four years ago Sir William Wilks, then an assistant in Cairo by his description of the ancient irrigation works on the Tigris and the Euphrates, and a forecast of the possibilities of reconstructing the modern scientific principles. In the cold weather of 1905 Sir William visited Baghdad, and made a rough survey of the country, and upon his return to Bombay the press published an interview with him, giving his enthusiastic estimates of the future of this ancient grand city. Immediately upon his return to Europe Sir William set himself to obtain from the Porte a concession for the works, but he was obstructed by the dominant influence of Germany, and the chauvinist German newspapers were full of anti-English articles to anticipate the advent of the Baghdad Railway. As soon as the 1912 Camarilla has fallen, Sir William has secured his end, and he will now be able to devote himself to the attainment of the dream of his life, which is the recreation of Ancient Chaldea. The magnitude of the scheme may be gauged from the fact that nearly one million acres, the expenditure at twenty-one million pounds sterling, and the capital value of the land, when irrigated, at sixty million pounds. The possibilities opened up by these schemes are so vast that they will demand detailed examination.

THE JOVIAL CAPTAIN.

A jovial and altogether fine American captain jumped from his hamper to the Port Mahoning pier after one of the Big Diners, says a writer in the "Australasian."

He looked for the launch. "Where's my steamer?" he asked the officer of the landing. "Right here, sir," The captain looked; saw two little yellow funnels where only one should have appeared. He approached the pier-side cautiously. Optical illusions (as he knew) are common after the Big Diners. He closed his right eye with his hand; two funnels. He stepped into the boat, put out both hands; there was a warm funnel under each.

"Thought I was not as bad as all that," he said to the patrol officer as he came on the pier again. "That belongs to the Powerful. Now show me my own."

MR. CARNEGIE AT HOME.

There is an interesting account of Mr. Carnegie and his home in Scotland in the current *Murray*. It is at Skibo Castle that Mr. Carnegie gives full play to his fondness for getting out of life all that it has to give. Here he has everything that can appeal to the vein of romance which runs through his nature.

The flag which flutters from the main tower of the Castle is very characteristic of the Carnegie side of it. It is worked the British Union Jack, while the other shows the Stars and Stripes of the American National Standard.

There is something of the

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No. 6476-298187/298252-66 Shares in name of Li Man Hing.
No. 6477-298253/298352-100 Shares in name of Li Lum and Li Kin Tso.

NOTICE IS HEREBY GIVEN that the DUPLICATES of the above CERTIFICATES will be issued one month hence, and the Original Certificate unless produced at the Office of the General Managers within that period, will be held by the Company as null and void.

SHEWAN TOMES & Co.,
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Hongkong, 16th October, 1908. 1440

HUMPHREYS ESTATE & FINANCE COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of Shareholders will be held at the Company's Office, Alexandra Buildings, Des Vaux Road Central, Hongkong, on SATURDAY, the 24th October, 1908, at Noon, when the 24th Resolution which was passed at the Meeting held on Thursday, the 8th October will be submitted for Confirmation as a Special Resolution:

That Article No. 54, of the Articles of Association of the Company be cancelled and the following Article substituted therefor: "Three Members personally present shall be a quorum for an Ordinary General Meeting. For all other Meetings the quorum shall be five."

That Article No. 111, of the Articles of Association of the Company be altered by deleting the words "the Governing Director or by two Directors" and substituting the following words therefor: "The General Managers."

Dated this 16th day of October, 1908.

JOHN D. HUMPHREYS & SON,
General Managers.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the DAIRY FARM COMPANY, LTD., of Victoria, Hongkong, has on the 24th day of September, 1908, applied for the registration, in Hongkong, in the Register of Trade Marks, of the following Trade MARK:

The word "LOTUS" in the name of the DAIRY FARM COMPANY, LIMITED, who claims to be the Sole Proprietor thereof.

The TRADE MARK is intended to be used by the applicant, forthwith, in respect of Baking Milk, Cream, Cheese and other Dairy Products in Class 42.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 16th day of October, 1908.

DENNIS & BOWLEY,
Solicitors for the Applicants.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 p.m. of the 17th inst., will be landed at Consignees' risk and expense.

Consignees of cargo from SINGAPORE AND PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 15th October, 1908. 1424

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"ASSAYE" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, Calcutta, ex s.s. "China"
From Calcutta, ex s.s. "Palawan"
From Persian Gulf ex B. I. S. N. & B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 22nd Oct., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.
Hongkong, 15th October, 1908. 1

NEW ADVERTISEMENT

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"HAKATA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignees, and the Co.'s representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Hongkong, 14th October, 1908. 1443

PUBLIC COMPANIES

CANTON INSURANCE OFFICE LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SEVENTH ORDINARY MEETING of Shareholders will be held at the Office of the undersigned on FRIDAY, the 23rd inst., at Noon.

THE TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd instant, both days inclusive.

JARDINE, MATTHEW & Co., Ltd.,
General Agents.

Hongkong, 2nd October, 1908. 1383

HONGKONG HOTEL COMPANY, LTD.

NOTICE RE 6% DEBENTURES.

NOTICE IS HEREBY GIVEN that the present issue of \$500,000 (1,000 at \$500) will be called up and paid off on 31st December next, and a new issue of \$750,000 (1,500 at \$500) will be substituted therefor, when an Old Debenture may be exchanged for a new one. The amount realised will in part be used to cover the expense of the proposed new building, and will be a first charge on the Properties (including land and buildings) known as the Hongkong Hotel and Hotel Mansions, covered by the present issue, including the proposed new building to be erected.

By Order of the Board, C. MOONEY,
Secretary.

Hongkong, 10th October, 1908. 1417

INTIMATIONS

DANCING! DANCING!! DANCING!!!

MR. J. H. PIDGEON begs to announce the Public that he will RESUME his Dancing Class on the 15th inst.

For Terms and Particulars on Application to No. 6, PEDDER'S HILL.
Hongkong, 13th October, 1908. 1428

NOTICE.

ALL PERSONS having CLAIMS against the estate of REGINALD HARDING, Solicitor, of Victoria in this Colony, deceased, are requested to send particulars thereof to the undersigned on or before SATURDAY, the 17th day of October, 1908.

Dated the 13th day of October, 1908.

BRUTTON AND HETT,
Solicitors of Nos. 39, 41 & 43, Des Vaux Road, Victoria.

1133

HONGKONG ST. ANDREW'S SOCIETY.

ST. ANDREW'S BALL, November 31st 1908, and THREE PRACTICE DANCES.

Sootmen desiring to subscribe to the above are requested to forward their names to the undersigned.

DAVID WOOD,
Hon. Secretary.

Hongkong, 5th October, 1908. 1399

A LING & CO.

12, QUEEN'S ROAD CENTRAL.

(Next to Messrs. Kuhn & Kohn).

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. 730.

A TACK & CO.

26, DES VEAUX ROAD, CENTRAL.

A LARGE ASSORTMENT OF KODAK FILMS AND ACCESSORIES.

DEVELOPING and PRINTING UNDERTAKEN.

Hongkong, 10th September, 1908. 81

SANG MOW.

BATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SEATINGS & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention.

59A, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 20th February, 1908. 401

AUCTION.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have received instructions to Sell by Public Auction,

On WEDNESDAY, the 23rd day of October, 1908, at 3 o'clock in the afternoon, at their Sales Rooms, No. 8, Des Vaux Road, Central (corner of Ice House Road),

The following very VALUABLE PROPERTY situated at Victoria in the Colony of Hongkong:—
All those Two Floors or Portions of ground situated at Victoria aforesaid and registered in the Land Office respectively as MARINE LOT No. 264 and MARINE LOT No. 265, together with the messuages thereon known as Nos. 22, 23, 24, 25, Praya, Kennedy Town.

Annual Crown Rent payable in respect of Marine Lot No. 264, \$182, and in respect of Marine Lot No. 265, \$208. Area, Marine Lot No. 264, 16,351 square feet, Marine Lot No. 265, 18,805 square feet or thereabouts.

Each of the above Lots is held for the unexpired residue of the term of 999 years commencing on the 24th day of June, 1937.

For further particulars and conditions of Sale apply to—
JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagees, or to
Messrs. HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 14th October, 1908. 1495

MITSU BISHI GOSHI KAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA, OCHI, HOJO, NAMAZUTA, SATO, SHINNEW, and KAMITAMADA Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO, and KIGYO KOMATSU Coals.

HEAD OFFICE:—MARUNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above: "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENTS:—
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GHEARIN & Co.
MANILA: Messrs. MACDONALD & Co.
For Particulars apply to
H. OISHI,
Manager,
No. 2 Pedder Street, Hongkong.
Hongkong, 7th August, 1908. 716

TO LET.

TO LET.

NOS. 15, 17, 19 and 21, SEYMOUR ROAD.

Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.

Hongkong, 31st July, 1908. 89

TO LET.

THE NEUK No. 84, The Peak, fully furnished Bungalow containing FIVE ROOMS, Tennis Court and Excellent Garden. Immediate possession.

Apply to
PERCY SMITH & SETH,
No. 1, Queen's Road Central.

Hongkong, 24th September, 1908. 1279

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, A PORTION OF MARINE LOT No. 235 at NORTH POINT, suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE
PORTIONS OF MARINE LOTS Nos. 31 & 36 on PRAYA EAST, approximate AREA 43,000 SQUARE FEET, 999 YEARS LEASE. For Particulars apply—
GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906 184

TO LET.

MACAO, No. 10, CALCADA DA PAZ.

Large House finely situated, Electric Light and Bells in good order; also some Furniture for Sale.

Apply at address.
Macao, 9th October, 1908. 1419

TO LET.

GODOWN, No. 54, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st October, 1908. 823

TO LET.

NO. 52, CAINE ROAD.

Apply to—
SAM WANG CO., LTD.,
81, Queen's Road Central.

Hongkong, 30th September, 1908. 190

TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st October, 1908. 135

TO LET.

ABERTHOLWYN, PEAK ROAD, from 1st March next. Excellently furnished, Hot and Cold Water laid on. Tennis Court and Swimming Bath.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.

Hongkong, 8th October, 1908. 1404

TO LET.

TO LET.

FIRST FLOOR of No. 8, Queen's Road, Central, comprising Six Large Rooms and Outhouses, suitable for business, Private or Dwellings, lately occupied by FRED. BORNEMANN.

Apply to—
DAVID SASSOON & Co. Ltd.
Hongkong, 7th April, 1908. 89

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. (91)

TO LET.

COAL YARD, Immediate Possession.

A PORTION of the COMPOUND of Marine Lot, No. 42, Wanchai, Praya East.

Apply to—
N. MODY & CO.,
Hongkong, 23rd July, 1908. 1342

TO LET.

ONE OFFICE ROOM, Third Floor, New Praya 2, opposite Murray Pier.

Apply to—
SCHULDT & CO.
Hongkong, 28th July, 1908. 1013

TO LET.

4-ROOMED HOUSES in Kowloon at Moderate Rentals.

Apply to—
HUMPHREYS ESTATE AND FINANCE CO., LD.

Hongkong, 15th August, 1908. 1372

TO LET.

DERBINGTON, Peak Road below L.R.C. Tennis Courts. From 1st September a.c. The Property is also FOR SALE.

For Particulars apply to—
C. SCHROETER,
Care of GARRELS, BOSCHER & Co.,
King's Buildings, 3rd Floor.

Hongkong, 8th August, 1908. 1184

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—
YEE SANG FAT & CO.
Same address.

Hongkong, 28th January, 1907. 270

TO LET.

FROM 1ST MAY

KOWLOON MARINE LOT 48, Yau-mat, Area 55,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.

Hongkong, 18th January, 1908. 221

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RIFON TERRACE, No. 10, DES VEAUX ROAD CENTRAL, 1st floor.

"HATHERLEIGH," Conduit Road. OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road next to the HONGKONG HOTEL.

FLATS in MORRISON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st October, 1908. 88

TO LET.

ROOMS in HOTEL MANSIONS, suitable for Offices or Chambers.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.

Hongkong, 13th August, 1908. 735

TO LET.

NO. 3, OBSERVATORY VILLAS, Kowloon, FIVE-ROOMED HOUSE with Electric and Gas Lights. Tennis Court, etc. Moderate Rental.

Apply to—
AREATON V. APCAR & CO.,
45, Wyndham Street.

Hongkong, 25th September, 1908. 1352

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

2 BEACONSFIELD ARCADE, facing the Parade Ground.

C. M. S. PEAK BUNGALOW, Mount Kellat. Furnished. From 1st October, 1908 to 30th June 1909. Rent \$100 a month and taxes.

OFFICES in Bank Buildings, Top Floor. BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

NO. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Coldbrook MacGregor). OFFICES in Queen's Road Central.

BEACONSFIELD TERRACE HOUSES, ROBINSON ROAD.

A GODOWN in Duddell Street.

NO. 3, DUDDELL STREET Shop.

NO. 2, DES VEAUX VILLAS (PEAK).

Apply to—
LINDSEAD & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, 12th September, 1908. 89

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. SHEWAN TOMES & Co.)

Apply to—
THE COMPRADORE DEPARTMENT,
E. D. SASSOON & CO.,
Queen's Road Central.

Hongkong, 10th June, 1908. 947

BANKS

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP... Sh. Tals 7,500,000

HEAD OFFICE:—SHANGHAI.
BOARD OF DIRECTORS:—BERLIN.

BRANCHES:—
Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tientsin, Tientsin, Kobe, Yokohama, Singapore.

FOR SALE

FIVE ROOMED HOUSE, No. 115, The Peak. With possession from 1st May, 1909. Apply to—
H. W. SLADE.
Hongkong, 13th October, 1908. 1422

CHINA EXPRESS CO.,
3, DUNDRELL STREET.

FOR SALE a Quantity of NETTING for TENNIS COURTS, etc., at less than half cost.
GOZZE-ANGSCHUTZ FOCAL PLANE CAMERA, PHOTO MATERIALS, DISHES and CHEMICALS.
Hongkong, 5th August, 1908. 1050

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907
£18,114,624.

I. Authorized Capital.....£3,000,000
Subscribed Capital.....2,750,000
Paid-up Capital.....687,500 0 0
II. Fire Funds.....3,065,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st July, 1908. 1019

AACHEN AND MUNICH FIRE INSURANCE CO.
OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
WM. MEYERINK & CO.,
Agents.
Hongkong, 5th September, 1908. 114

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
CARLOWITZ & Co.,
Agents.
Hongkong, 13th August 1908. 28

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. 1261

SIEN TING

SURGEON DENTIST,
No. 10, DAUGULAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. 1327

DAVID COESAR & SON'S

MECHANICAL NAVY
NAVY BOILED
LONG FLAX
RELANCO CROWN
TARBAULING
ARNHOLD, KARBURG & CO.
Sole Agents.
994

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Storage will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.
G. K. HATTON, Manager.
Hongkong 1st April, 1908. 43

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 6th March, 1907. 42

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
CARLOWITZ & CO. Agents.
Hongkong, 13th March, 1907. 65

NEW CARTRIDGES.

By Popular English Manufacturers. In all Bore and Sizes.
SMOKELESS POWDER and CHILLED SHOT. From No. 10 to S&SG. at \$5, \$7 and \$7.50 per 100 SPORTING REQUISITES and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & CO.
Hongkong, 28th October, 1908. 729

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. 35 & 37, HING LOOKE STREET, (2nd Street), west of Central Market. Telephone No 515. 600

NOTICE

LADIES, YOUR KIND ATTENTION, PLEASE!

HOSAIN-ALI & Co. beg to announce another GREAT CLEARANCE SALE ONE MONTH ONLY.

SUMMER AUTUMN and WINTER GOODS.

All at BED ROCK PRICES. Don't miss this opportunity.

HOSAIN-ALI & Co.,
No. 14, Queen's Road, Central.
Hongkong, 1st October, 1908. 651

GRACA & CO.

(Established 1898.)
No. 27, Des Voeux Road, opposite the P. & O.'s Office.

Dealers in Rare Asiatic and Foreign Postage Stamps.
View and Artistic Postcards.
Novels, Cigars and all other Philatelic Goods.
Now on view a fine collection of 4,000 STAMPS for \$750.
Inspection cordially invited. 1378

MITSU RISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A.I. A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 861 "
Width of Entrance on Bottom... 884 "
Water on Blocks at Spring Tide... 344 "

DOCK No. 1.

Extreme Length... 623 feet.
Length on Blocks... 615 "
Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 64 "

DOCK No. 2.

Extreme Length... 371 feet.
Length on Blocks... 364 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 32 "

PATENT SLIP.

Suitable for vessels up to 1,000 TONS.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIALS always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE-PURPOSES) equipped with necessary gear, always ready for Short Notice.

GUNS.

DIRECT from the Manufacturers at Lowest Prices. 12 bore Double Breech loaders from 30s. each. Illustrated catalogue of LATEST MODEL Shot Guns, Combination Guns, Sporting Rifles, etc., sent free.

G. JAMES & BAYNEOLDS,
George Street, Minorities, London, E.C., Eng.

As SUPPLIED TO THE HOUSE OF COMMONS.

THORNE'S

OLD VAT

PER CASE \$15.

THIS VINTAGE WAS STARTED BY THE LATE ROBERT THORNE OF GRESHAM AND HAS BEEN GOLD MEDAL SINCE 1851.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

MAIL TABLES FOR 1908.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

On Sale at the Hongkong Daily Press Office.
Hongkong, 17th January, 1908.

ADDRESS BY THE KING OF SIAM.

We have received the following translation of His Majesty's speech from the Throne in reply to the congratulatory addresses of the Princes and Officials on the Anniversary of His Majesty's birthday.

The deep pleasure of being able to receive the congratulations of all here assembled, on every recurrent anniversary of Our Birthday, has made Us vividly realize that an unusual length of time has intervened between the present and the last reunion on which we had the gratification of hearing the expression of your good wishes. Last year, we were absent in Europe, and when the anniversary of Our Birthday arrived we saw only those who accompanied Us and those we met out there, and we joined together to celebrate the happy occasion as best we could in a foreign land. We will remember that on that day Our thoughts strayed back to our Kingdom, to our sincere remembrance of all whom we were wont to meet, and this recollection makes the happy reunion to-day doubly pleasant and gratifying to Us.

Although we have already spoken about Our journeys to Europe on former occasions, we desire to refer again to the same subject and mention to this assembly the difference in the feelings which possessed Us during the two trips that we made. In the first, which we undertook in an official capacity, although in the joyment of good health, Our thoughts were full of anxiety for the care of the State and the welfare of Our people which we left behind, as it was the first time in our history that a Siamese Monarch had quitted his dominions upon so distant a journey and for such a prolonged period. This solitude for the happy news of Our people and the difficulties of government which might be experienced during Our long absence filled Our mind with a sense of responsibility. But on the second trip it was quite different. For while being in indifferent health and going on the journey with complete absence of all anxiety with regard to the proper care of our native land; the loyal co-operation which one and all had shown in attending to the affairs of the State during Our previous absence filled Us with full assurance that whatever good should be done would be well done. We were able to devote Ourself entirely to the recovery of health and to obtain its complete recovery in the manner in which we stand before you all at this moment. We can not help feeling that the loyalty and devotion which have been displayed during Our last absence from the Fatherland has been one of the chief contributors to our rapid recovery of good health. We embrace this opportunity sincerely to thank you all for it and regard it as the embodiment of the wishes which you could have expressed to Us in person on the previous anniversary of Our Birthday.

It was natural, during the time that we were in indifferent health last year, that we should feel anxious lest, owing to that cause, the continuity of the progress of Our Kingdom and the advancement of its people might experience a temporary check. We have however observed with pleasure that since our return, many things have been accomplished, bearing evidence that the affairs of State have been not only looked after in a most satisfactory manner, but that many great and important reforms have also been brought about.

Chief among these must be mentioned the Penal Code upon the realization of which over ten years have been spent. This Code we promulgated in June last, and it will come into operation within Our Kingdom from to-day. It will be the precursor and nucleus of other laws to be enacted in succession to enable the Statutes of the Kingdom of Siam to be established upon a sound basis and make our country legislatively comparable to nations whose laws are considered to have reached a most advanced stage of completeness. The task of formulating this Code was necessarily a very difficult one, as it required both ability and devotion on the part of those engaged in the work. The persons who have been connected with the work of producing the Penal Code are all worthy of praise for having brought to completion this important work for the State, and it is Our hope that they will cooperate with the same loyal devotion to bring about the satisfactory achievement of other important legislative reforms in the future.

In addition to the Penal Code several other enactments have also been introduced during the year. Among them may be mentioned a banishment law for dealing with and reforming the character of habitual criminals and a supplementary bankruptcy law of the year B.E. 110, making the provisions relating to the recovery of debts more equitable than they were formerly; and important laws for the organization of the courts and reform of Civil Procedure. Besides this useful legislation relating to the administration of Justice, a Decree dealing more intimately with the welfare of the people has also been introduced, providing for the extension to other provinces of a system of local municipal government which has been found so successful since its recent introduction in the province of Samut Sakhon. During the year to be enacted the provisions relating to the town of Petchaburi has been reconstituted into a Monthon as formerly, and its local administration as well as that of the adjacent Menthons of Udorn and Isarn brought into line with that of the other parts of the Kingdom. The administration of justice in both Menthons will also be placed under the control of the Ministry of Justice, and special Commissioners have already been dispatched to carry out reforms in judicial administration and make it the same as in the other provinces.

RAILWAYS AND TELEGRAPHS.

With regard to railways during the year, the Northern Line has been extended and opened for traffic as far as Pitsanuloke and the Eastern Line has been completed and opened as far as Sakhongso (Patani). These extensions have produced a rapid increase in traffic, and it has been found necessary to construct a branch line to connect with the Menam River below Bangkok, where wharves for the accommodation of shipping and cargo will be established, and also to construct extensive workshops for repairs in view of rapid railway development.

A concession was also granted to a private Company to construct and work a short railway line in Paklat. This line has been completed and is now opened to traffic. Rapid communication, on inland waters have also been greatly developed during the year by means of steam and motor vessels.

Two new telegraph lines have been constructed during the year: one between Trang and Sitak and one between Chiangmai and Mehongson; and a cable is being laid which will shortly provide direct telegraph communication with Kohsiang.

In Bangkok several roads and bridges have been added and improved, and in the provinces where means of land transport are of great importance to commerce, such as the Menthons of Puket, Nakorn, Sittamaraj, Patani, and Yapa, a large number of good roads and public ways have been made. In provinces where inland navigation is essential, such as the Monthon of Champoon, the rivers have received careful attention to facilitate navigation.

COMMERCE.

The general commerce of the country during the past year, owing to the fall in the price of silver, has not been so satisfactory as formerly, and notwithstanding the earnest support of the Government to the maintenance of the value of the currency of this country, more or less inconvenience was generally experienced by the mercantile community. This commercial depression was not confined to Siam alone, but prevailed in all other countries during the same period as well; and on comparison with those nearest to us it will be found that the inconvenience suffered here had not assumed their most serious form, owing, undoubtedly, to the prompt measures which Our Government took with regard to the maintenance of the rate of exchange. However, the present rain season has been a good one, presaging an abundant crop, and we may hope that by the end of the year the depression in the state of trade will be minimized if it has not actually disappeared.

THE OPIUM QUESTION.

There remains yet another matter which has been occupying Our thoughts for a long time past: it is that of opium. It is unquestionable that the drug has evil effects upon its consumers, and causes degradation upon every country where the inhabitants are largely addicted to the habit of opium smoking. There is no reason to doubt that the most earnest desire of nearly every country in the world is to suppress this noxious habit among its population. But unfortunately there are many obstacles in the way of the attainment of this object. Briefly speaking, there is the considerable shrinkage in the State revenues to be faced, then there is the difficulty of compelling people already addicted to the use of the drug to throw off the habit at once of their own will. Even prohibited, it is not to be expected that such persons will refrain from seeking surreptitious means to obtain their craving for opium; and therefore measures whereby surreptitious traffic and consumption of the drug can be effectively prevented, were to attempt the suppression of the opium habit, it would only mean a considerable loss of Revenue to the State without any adequate realization of its good intentions. It is this great hindrance to the proper attainment of their object that has prevented Governments from immediately suppressing the vice. Notwithstanding these great obstacles which we are encountering in our way, Our people and allow them to become more and more demoralized by indulgence in this noxious drug. We have carefully considered the subject and find that ways of carrying out Our great desire are not altogether wanting; and we have accordingly decided upon exacting special measures in the administration of the Opium Monopoly whereby the spread of the evil habit among our people shall become gradually lessened, and the State will be able to suppress the same.

Our conclusion: We repeat that, whether in the task of maintaining and improving the general administration of the country and the suppressing of vice among its people, which we have carried out during the forty years of Our reign, or in the many measures for the general welfare to be executed in the future, it is to the loyal and enthusiastic co-operation of Our people that the success which we have attained in our efforts are mainly due. It is this patriotic feeling pervading our united actions that has maintained and helped our Fatherland to advance in the state of progress and prosperity in which it stands to-day.

We exert you all to persevere in this patriotic and loyal united effort. Let all feel assured that We will ever hold to Our sacred and unflinching duty to guide everyone in the path which shall lead to the realization of the utmost benefit to Our beloved nation.

We thank you, Princes, Officials and all the people who have united this day in extending to Us their good wishes on this auspicious occasion.—Bangkok Times

NATURE'S DANGER SIGNALS.

Keep your eye open for danger signals—especially those that threaten your health. If people would only do this, the diseases that afflict the world would be reduced by one-half. Illness rarely comes on without giving some warning. You may be struck down, but when you think it over, you will generally be able to remember that you had some signs of the trouble beforehand, only you "thought nothing of it."

For example, when you lose the sharp appetite for food; when you feel dull and sluggish; when your ordinary work or duties seem to require more than ordinary exertion; when you are more tired than usual; when you are constipated, have little flat headaches, and your mouth is sourish—these and other like signs show, unmistakably, that your physical machinery is not in good order.

That is the time for doing something to ward off an attack of real illness. Your stomach is out of order, and it will be easier to rectify it now than it will be later on. Your trouble is incipient indigestion, the complaint which Mother Seigel's Syrup always checks and cures, and which it also actually prevents as thousands of people know from their own experience. And don't forget that it is easier to conquer indigestion in its earlier stages than when it has become chronic.

Mother Seigel's Syrup, so acts upon the stomach, liver and bowels, that indigestion is impossible. A purely herbal remedy, containing no mineral drugs, it purifies the blood, strengthens the digestive organs and tones up the system generally.

"For nearly a year I suffered dreadfully from indigestion in its worst form," says Mrs. Gibson of 15, Charlton Road, Poly Road, Glasgow, E., in a letter dated January 1st 1908. "Food not only produced dreadful pain at the chest, but I could not even keep milk on my stomach. Headaches were of almost daily occurrence with me. From want of nourishment I became wretchedly thin and weak."

"Not until I tried Mother Seigel's Syrup did I find the least sign of relief. I could feel that each dose was doing its good work, for the pains and distress gradually became less and less, and finally left me altogether. I took no more than between four and five bottles of the Syrup."

Mother Seigel's Syrup is now also prepared in Tablet form, and sold under the name of Mother Seigel's Syrup Tablets. Price 2/6 per bottle—one size only.

LATEST STEAMER MOVEMENTS.

The Danish str. *Transquar* left Shimomaki on the 14th inst. P.M. and may be expected here on or about the 19th inst.

The Agar str. *G. Agar* from Yokohama, Kobe and Moji, left Moji on the 14th inst., and may be expected here on or about the 19th inst. at daylight.

The Agar str. *A. Agar* from Calcutta left Singapore on the 14th inst. afternoon, and may be expected here on or about the 20th inst. a.m.

THE SEA POST OFFICE.

"Max" writes in "Capital"—The Director-General of Post Offices in India has seemingly made up his mind to abolish the Sea Post Office, in spite of the protest of the sorters employed, and the warning of those who have a pretty shrewd notion of what will happen in the event of the Bombay and Karachi Chambers of Commerce, who have no objection to a delay of three or four hours in the delivery of the English mail. Mr. Dyan, the Postmaster-General, assures all concerned that the average all round delay in India will be only two hours, and the public should willingly suffer the inconvenience to save the exchequer nearly £4,000 a year. The P. and O. Company charge £7,500 a year for entertaining the Sea Post Office on board their ships. By the abolition this amount will be at the disposal of the Indian Post Office. Mr. Dyan proposes to employ a portion of it for the payment of 150 additional sorters in the Bombay Post Office to sort the huge mail from Europe immediately after its arrival. The average wage of a sorter is Rs. 3 per mensem, which means £3.60 a year for the new staff. There is a considerable business, which can be usefully turned to account to increase the efficiency of the Presidency Post Office of Calcutta, for instance.

Mr. Dyan is a bold man, and admires his courage. I am sorry I cannot share his optimism. To ensure no more than three or four hours delay in the delivery of the English mail, not 150 sorters but at least five times that number would have to be employed at Bombay. The London Post Office, as I have said before, has the most hazy notions of the geography of India, and the Continental and American Post Offices are even worse in this regard. The consequence is that the mail, which is terrible in bulk every day, arrives in a terrible state of confusion. Men of good education and a high order of intelligence would find it a very tough proposition indeed to sort it, as the Sea Post Office sorts it, in the space of three or four hours. If the 150 sorters Mr. Dyan has in mind are of the same class as those now employed in the Sea Post Office, there might be some chance of the snobs he anticipates, but the expense would be enormous, at least four times that contemplated, and where would be the saving then?

If the London Post Office would engage an Indian staff to look after the Indian mail and sort it into its five great divisions, namely, Bombay, Bengal, Madras, the Central India, and Northern India, the work of the Bombay Post Office in making up the mails for the different railway lines would be simplified and, therefore, beyond the intelligence of the ordinary native sorter, who can be had for Rs. 30 per mensem. But here, again, comes in the question of expense. London would expect India to pay for the additional staff, and it would be no small item in the bill. Whatever plan is eventually adopted to dispel the confusion and delay, which are sure to arise on the abolition of the Sea Post Office, it will not result in much saving to the public exchequer; on the contrary there is likely to be an increase in the postal expenditure. It is evident from what Mr. Dyan himself told the Karachi Chamber of Commerce the other day, and from what has otherwise transpired, that the abolition of the Sea Post Office is greatly desired by the P. and O. Company. With the increasing demand for passenger accommodation of their large steamers during the season, they are increasingly difficult to provide a Post Office also for the sorters and packers. When the Indian passengers on the Australian boats have to be transhipped into the ferries at Aden the difficulty is aggravated. I can quite sympathize with the P. and O. Company, having had much personal experience of the shifts to which they are put to satisfy the exigencies of passengers, who are, of course, their first concern. There is no Sea Post Office on any other steamer line in much sailing, and they have much reason in demanding it, and they are on their Indian line. If the Indian Post Office were ready with a practical alternative, I would have no hesitation in backing the P. and O. Company, but to judge by Mr. Dyan's simplicity it is not.

As I said in a recent issue I would be very sorry to see the Sea Post Office go by the board, for the trouble that will cause will be exasperating; but there seems no help for it and all we can do is to demand from the Director-General a more logical and efficient scheme than that which Mr. Dyan has in his Celtic simplicity deems adequate to the needs of commerce and trade. I have indicated the main lines, namely, either the establishment of an Indian staff at St. Martin's le Grand or the employment in Bombay of 150 sorters of the stamp now employed in the Sea Post Office. There would be no saving, but there would be a minimum of inconvenience to the public, and that is the main issue.

It is to be hoped that when the abolition of the Sea Post Office is effected, it will also be decreed that the P. and O. mail steamers shall come into Bombay harbour with the least possible delay, by the hour of arrival at night or day.

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Elton's Crème Chamois, L'Ar Charmant and Special Skin Tonic and Foutre Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents 622

MADE by the ORIGINATORS OF CONDENSED MILK who for 50 YEARS have devoted all their energies to the production of the HIGHEST QUALITY

SANITARY MILK in which GAIL BORDEN was the Pioneer. A fact worthy of your consideration

Stands Supreme for PURITY, RICHNESS AND FLAVOUR. WARRANTED TO KEEP LONGER THAN MILK OF ANY OTHER MANUFACTURE.

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NOTICES TO CONSIGNEES.

S.S. "POLYNESIEN."
COMPAGNIES DES MESSAGERIES MARITIMES

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Dunoo" and "Charente," from Havre ex s.s. "Charente" from Bordeaux ex s.s. "Ville de Dunkerque" in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whose delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M. To-day, requesting it to be landed here.

Hills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 19th Oct., at 3 P.M., will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th Oct., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 19th Oct., at 3 P.M.

No Fire Insurance has been effected.

P. MALIN, Acting Agent.

Hongkong, 12th October, 1908. 2

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBROUGH, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENMURRAY," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at THREE REX into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 19th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 19th inst., at 11 A.M.

No claims will be recognized if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW, Agents.

Hongkong, 12th October, 1908.

SHIPPING.

ARRIVALS.
 Assaka, British str., 5000, C. J. Daniel, 15th October—Singapore 10th October, Mails and General—P. & O. S. N. Co.
 Kaituma, German str., 346, Hunk, 15th Oct.—Hankow and Hsinchun 14th Oct.
 Jibon & Co.
 Lonsdale, British str., 2,122, Gentles, 15th October—Singapore 8th Oct., General—David Sassoon & Co.
 MACHAON, British str., 2,84, Long, 15th Oct.—Liverpool and Singapore 9th October, General—Butterfield & Swire.
 PAKLAT, German str., 1,012, J. Wenzel, 14th October—Bangkok 7th October, Rice—Butterfield & Swire.

CLEARANCES
 At the Harbour Master's Office, 15th October.
 Glenhurst, British str., for Shanghai.
 Akata Maru, Japanese str., for Yokohama.
 Johany, British str., for Shanghai.
 Shosha Maru, Japanese str., for Swatow.

DEPARTURES.
 15th October.
 KWANGTAN, Chinese str., for Shanghai.
 MYRTLEBANK, British str., for Kutchinotzu.
 SERTA, German str., for Saigon.
 TAMING, British str., for Manila.

VESSLS IN DOCK
 October 15th.
 ABERDEEN DOCK.—
 Lonsdale, British str.—H.M.S. Whiting, U.S.S. Albatross, Montrose, Kiang Ta, Sierra Blanca, Kiang Chi, Lihon, Glenog, Suinang, Benhuay, COMBINATION DOCKS.—Appalachee.

VESSLS ON THE BERTH
 DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY & FOCHOW.

THE Company's Steamship

"HAIMUN,"
 Captain J. W. Evans, will be despatched for the above ports TO-DAY, the 16th inst., at 11 A.M.

For Freight or Passage, apply to
 DOUGLAS LAFRAIK & Co.,
 General Managers,
 Hongkong, 14th October, 1908. 1481

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at Port Darwin and QUEENSLAND PORT, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"
 Captain Helms, will be despatched as above TO-MORROW, the 17th October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to
 GIBB, LIVINGSTON & Co.,
 Agents,
 Hongkong, 15th October, 1908. 1386

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"
 Captain A. E. Gough, will be despatched for the above ports on TUESDAY, the 20th Oct., at Noon.

For Freight or Passage, apply to
 DAVID BASCOON & Co., Ltd.,
 Agents,
 Hongkong, 12th October, 1908. 1424

NATAL LINE OF STEAMERS.

THE Under-Engine GENERAL AGENTS
 in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in NORTH AFRICA in connection with the CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings for CALCUTTA for Cape Route every fortnight. For Freight and further particulars, apply to

DODWELL & CO., LIMITED.
 General Agents for China and Japan.
 Hongkong, 14th Avenue, 1898.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K" nearest Hongkong "H" midway between Hongkong and Kowloon "M" and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake's Pier. 3 From Blake's Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	To-morrow, at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	LIBERIA	Ger. str.	—	Knaiss	HAMBURG-AMERICA LINE	Beginning of November.
HAVRE & HAMBURG VIA STRAITS, &c.	SIBERIA	Ger. str.	—	V. Hof	HAMBURG-AMERICA LINE	On 20th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMBA	Ger. str.	—	Hildebrandt	HAMBURG-AMERICA LINE	On 2nd Nov.
MARSEILLES, HAVRE & COPENHAGEN.	SEMOGENTIA	Ger. str.	—	Boekhorst	HAMBURG-AMERICA LINE	On 15th Nov.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TRAVENBERG	Dan. str.	—	—	MELCHERS & Co.	On 19th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CALEDONIAN	Fr. str.	—	Martin	MESSAGERIES MARITIMES	On 27th inst., at 1 P.M.
NEW YORK VIA SUEZ CANAL	HITACHI MARU	Jap. str.	—	F. R. Cope	NIPPON YUSEN KAISHA	On 23rd inst., at D'light
NEW YORK	KANAKURA MARU	Jap. str.	—	H. Prosch	NIPPON YUSEN KAISHA	On 11th Nov., at D'light
BOSTON & NEW YORK	ZITEN	Ger. str.	—	F. Prosch	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	AUSTRIA	Aus. str.	—	Raisich	SAUNDER, WIELER & Co.	About 24th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	INDRANI	Brit. str.	—	Macfarlane	JARDINE, MATHESON & Co., LD	About 19th inst.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	PATMAN	Brit. str.	—	Mohr	DODWELL & Co., Ltd.	On 31st inst.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	WOLINDE	Ger. str.	—	—	CARLOWITZ & Co.	About 6th Nov.
AUSTRALIAN PORTS VIA MANILA	INVERCLYDE	Am. str.	2 m.	—	SHAW, TOMES & Co.	On 10th Nov.
AUSTRALIAN PORTS VIA MANILA	STRENGTH OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	To-morrow, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	GUNFABO	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 28th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	AKI MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 10th Nov., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	SUBERIC	Brit. str.	—	W. Shotton	GIBB, LIVINGSTON & Co.	To-morrow, at Noon.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	P. J. Holmes	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	D. Lenz	MELCHERS & Co.	On 5th Nov., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	1 m.	G. W. Eddy	BUTTERFIELD & SWIRE	On 21st Nov., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 27th Nov., at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 31st inst., at D'light
Kobe & Yokohama	YAWATA MARU	Jap. str.	—	H. Koops	JAVA-CHINA-JAPAN LINE	Quick despatch.
NAGASAKI, Kobe & Yokohama	YAWATA MARU	Jap. str.	—	—	P. NALIN	On 19th inst.
JAPAN	AMIRAL OLEY	Fr. str.	1 m.	Kanzie	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
CHINGWANGTAO, JAPAN, AMERICA, &c.	NANCHANG	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co., LD	To-morrow, at Daylight.
CHEFOO & NEWCHOWANG	CHINGSHING	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	To-morrow, at Daylight.
TIENTSIN VIA SWATOW, TSINGTAI, WEIHAIWEI, &c.	ASSAYE	Brit. str.	—	T. Arakawa	NIPPON YUSEN KAISHA	To-day.
SHANGHAI & KOBÉ	KAGOSHIMA MARU	Jap. str.	—	Borgogliani	SANDER, WIELER & Co.	About 17th inst., P.M.
SHANGHAI YOKOHAMA & KOBÉ	CHINA	Aus. str.	—	F. Wheeler	JARDINE, MATHESON & Co., LD	To-morrow, at 4 P.M.
SHANGHAI VIA SWATOW	KWONGKANG	Dan. str.	—	—	MELCHERS & Co.	About 17th inst.
SHANGHAI YOKOHAMA & KOBÉ	CANTON	Ger. str.	k.w.	Boekhorst	HAMBURG-AMERICA LINE	On 19th inst.
SHANGHAI YOKOHAMA & KOBÉ	FOOSHING	Brit. str.	—	T. Arthur	JARDINE, MATHESON & Co., LD	On 20th inst., at Noon.
SHANGHAI	KLEIST	Ger. str.	—	—	MELCHERS & Co.	About 21st inst.
SHANGHAI NAGASAKI, KOBÉ & YOKOHAMA	BUJUN MARU	Jap. str.	—	Y. Fueno	OSAKA SHOSHEN KAISHA	On 22nd inst., at 9 A.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	TOUBANE	Fr. str.	—	Lauchoin	MESSAGERIES MARITIMES	On 23rd inst., P.M.
SHANGHAI KOBÉ & YOKOHAMA	SEIKO	Ger. str.	k.w.	Bremer	HAMBURG-AMERICA LINE	On 2nd Nov.
SHANGHAI YOKOHAMA & KOBÉ	FOOKSANG	Brit. str.	1 m.	P. J. van Emmenich	JARDINE, MATHESON & Co., LD	On 23rd inst., at Noon.
SHANGHAI YOKOHAMA, KOBÉ & MOJI	TUJLATAP	Dut. str.	—	Ijichi	OSAKA SHOSHEN KAISHA	Quick despatch.
SHANGHAI	SHOSHU MARU	Jap. str.	—	Y. Kikuchi	OSAKA SHOSHEN KAISHA	To-day, at 10 A.M.
AMING VIA SWATOW, AMOY & TAKAO	JOHIN MARU	Brit. str.	1 m.	J. W. Evans	DOUGLAS LAFRAIK & Co.	On 18th inst., at 9 A.M.
TAMSUI VIA SWATOW & AMOY	HAIMUN	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	To-day, at 11 A.M.
SWATOW, AMOY & FOCHOW	YENKANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., LD	To-day, at 10 A.M.
RAIPHONG	EVER	Brit. str.	—	R. W. Almond	SHAW, TOMES & Co.	To-morrow, at 3 P.M.
MANILA	LOONGKANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., LD	On 23rd inst., at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	E. Rodger	SHAW, TOMES & Co.	On 24th inst., at Noon.
MANILA	KAFONG	Brit. str.	1 m.	Mathias	BUTTERFIELD & SWIRE	On 20th inst., at 4 P.M.
MANILA	MAUSANG	Brit. str.	—	W. Semblil	JARDINE, MATHESON & Co., LD	On 21st inst., at Noon.
SANDAKAN	BORNEO	Ger. str.	—	K. Seto	MELCHERS & Co.	On 20th inst., at 9 A.M.
BOMBAY VIA SINGAPORE & COLOMBO	YETOFU MARU	Jap. str.	—	E. J. Bull	NIPPON YUSEN KAISHA	On 26th inst.
SINGAPORE, PENANG & CALCUTTA	KUMBANG	Brit. str.	—	A. E. Gentles	JARDINE, MATHESON & Co., LD	To-morrow, at 1 P.M.
SINGAPORE, PENANG & CALCUTTA	LIOWTING	Brit. str.	—	Pandir	DAVID SASSON & Co., LTD.	On 20th inst., at Noon.
BATAVIA, CHERIBON, SAMARANG, &c.	TRIPANAS	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BOERNEO" Capt. F. SEMBELL	Tuesday, 20th Oct. 9 A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"ZIETEN" Capt. F. PROSCH	Wedday, 21st Oct., at Noon.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	"KLEIST" Capt.	About Wedday, 21st October.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Thursday, 5th Nov., at 5 P.M.

For further Particulars, apply to
**NORDDEUTSCHER LLOYD,
 MELOCHERS & CO.,
 GENERAL AGENTS, HONGKONG & CHINA.**
 Hongkong, 16th October, 1908. 5

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
 VIA
 MOJI, KOBÉ AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
SUPERIOR	6,285	W. Shotton	On 10th November.
AMERICA	6,282	F. S. Cowley	On 1st December.
YEDDO	4,563	G. B. McGill	On 22nd December.
INVERCLO	4,789	J. Boyd	On 12th January.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.
PARCEL EXPRESS TO THE UNITED STATES & CANADA
 For further information apply to—
**DODWELL & CO., LIMITED,
 GENERAL AGENTS,
 QUEEN'S BUILDINGS.**
 Hongkong, 8th October, 1908.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
 VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA
 SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBÉ & YOKOHAMA	"TOURANE" Capt. Lancelin	On 26th Oct., P.M.
MARSEILLES VIA PORTS	"CALEDONIAN" Capt. Martin	On 27th Oct., 1 P.M.
SHANGHAI, KOBÉ & YOKOHAMA	"ARMAND BEHIC" Capt. Guionnet	On 9th Nov., P.M.
MARSEILLES VIA PORTS	"POLYNESIE" Capt. Broc	On 10th Nov., 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—
**P. NALIN, ACTING AGENT,
 Queen's Building.**
 Hongkong, 14th October, 1908. 2.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific in the "EMERALD LINE." Sailing 5 to 10 days Ocean Travel.
 12 DAYS YOKOHAMA TO VANCOUVER.
 21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMERALD OF INDIA" 6,000	SATURDAY, 17th Oct.	7th Nov.
"EMERALD OF JAPAN" 6,000	MONDAY, 28th Oct.	25th Nov.
"EMERALD OF CHINA" 6,000	SATURDAY, 7th Nov.	28th Nov.
"EMERALD OF INDIA" 6,000	SATURDAY, 28th Nov.	18th Dec.
"EMERALD OF JAPAN" 6,000	SATURDAY, 12th Dec.	5th Jan. 09
"EMERALD OF CHINA" 6,000	SATURDAY, 26th Dec.	16th Jan. 09

"EMERALD" Steamships will depart from HONGKONG at 4 P.M.
 S.S. "EMERALD" is a Freight only and does not carry Passengers.
 S.S. "EMERALD" is a Freight only and does not carry Passengers.

THE Quickest route to CANADA, UNITED STATES and ALLOE, calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express and at QUEBEC with the Co's NEW PALATIAL "EMERALD" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers ... £40. ... £42. ... and 1st Class Railways ...

First Class rate to London includes cost of meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.
 S.S. "EMERALD" carries intermediate Passengers only, at intermediate rates affording superior accommodation for that class.

Letters sent through local points and AROUND THE WORLD.
 SPECIAL RATES (first class only) granted to Ministers, Members of the Naval and Military, and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to—
**D. W. CRAIDOCK, General Traffic Agent for China,
 Corner Fodder Street and Praya, opposite Blake Pier.**

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
 STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,
 AUSTRALIA, INDIA, ADEN, EGYPT,
 MEDITERRANEAN PORTS,
 PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
 BATAVIA, FRENCH GUIA, CONTINENTAL
 AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA,"
 Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 17th October, at Noon, taking passengers and cargo for the above port in connection with the Company's "BRITANNIA," 7,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Teo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "MARMORA," due in London on the 25th November, 1908. Passes will be received at this Office until 5 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to
 F. J. ABBOTT,
 Acting Superintendent.
 Hongkong, 4th October, 1908. 1

AUSTRIAN LLOYD'S STEAM NAVI-
 GATION COMPANY.

STEAM TO
 SHANGHAI, YOKOHAMA AND KOBÉ.

THE Company's Steamship

"CHINA,"
 Captain Borgogliani, will leave for the above places on or about SATURDAY, the 17th inst., P.M.

This Steamer has capital accommodation for passengers, electric light, carries a doctor. For Freight or Passage, apply to
 SANDER, WIELER & Co.,
 Agents,
 Prince's Building.
 Hongkong, 12th October, 1908. 3

UNITED STATES & CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI,"
 Captain MacFarlane, will be despatched as above on or about MONDAY, the 19th Oct.

For Freight, apply to
 JARDINE, MATHESON & Co.
 Agents,
 Hongkong, 23rd September, 1908. 1345

AUSTRIAN LLOYD'S STEAM NAVI-
 GATION COMPANY.

STEAM FOR
 FIUME AND TRIESTE (DIRECT),
 SINGAPORE, PENANG,
 CALCUTTA, COLOMBO, ADEN,
 SUEZ and PORT SAID.

Taking Cargo at through rates to the Brazils to Rio de Janeiro, Black Sea, Levant, Venice and Adriatic Ports.

THE Company's Steamship

"AUSTRIA,"
 Capt. Raisich, will be despatched as above on or about the 24th October, 1908.

This steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight apply to
 SANDER, WIELER & Co.,
 Agents,
 Prince's Buildings.
 Hongkong, 20th September, 1908. 3

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
 S.S. "PATHAN" ... On 31st October.

For Freight and further information, apply to
 DODWELL & CO., LTD.,
 Agents,
 Hongkong, 13th October, 1908. 1276

DAMPFSSCHIFFS-REHEDERIT "UNION"
 ACTIEN-GESELLSCHAFT.

FOR NEW YORK.
 (With Liberty to Call at the Malabar Coast.)

THE Steamship

"WOGLINDE,"
 Captain Mohr, will be despatched as above on or about FRIDAY, the 6th November.

For Freight, apply to
 CARLOWITZ & Co.,
 Agents,
 Hongkong, 12th October, 1908. 1423

HONGKONG-BOSTON AND NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR BOSTON AND NEW YORK VIA PORTS
 AND SUEZ CANAL
 (with liberty to call at the Malabar Coast).

S.S. "INVERCLYDE" ... On 10th Nov.

For Freight and further information, apply to
 SHEWAN, TOMES & Co.,
 General Agents,
 Hongkong, 9th October, 1908. 1414

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	ASSAYE	17th Oct.	Freight and Passage.
	Capt. C. L. Daniel		
LONDON VIA USUAL PORTS	DELTA	17th Oct.	See Special Advertisement.
	Capt. B. W. H. Snow		

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 16th October, 1908.

CHINA NAVIGATION CO.,
LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HAIPHONG	"SINGAN"	On 16th Oct., 10 A.M.
CHEFOO AND NEWCHANG	"NANOHANG"	On 16th Oct., 4 P.M.
CEBU AND ILOILO	"KAIFONG"	On 20th Oct., 4 P.M.
MANILA ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE AND PERTH.	"CHANGSHA"	On 21st Nov., 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCTION SALOON, SINGAPORE, SINGAPORE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
Hongkong, 16th October, 1908.BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Saturday, 17th Oct., 3 P.M.
SINGAPORE, PENANG & CALUTTA	"KUMSANG"	Saturday, 17th Oct., 1 P.M.
TIENTSIN VIA SWATOW	"CHIPSHING"	Saturday, 17th Oct., 4 P.M.
TSINGTAI, WEIHAIWEI & CHEFOO	"KWONGSANG"	Saturday, 17th Oct., 4 P.M.
SHANGHAI VIA SWATOW	"FOOSHING"	Tuesday, 20th Oct., Noon.
SHANGHAI	"MAUSANG"	Wednesday, 21st Oct., Noon.
SHANGHAI	"LOONGSANG"	Friday, 23rd Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBÉ & MOJÍ	"FOOKSANG"	Wednesday, 23rd Oct., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUMSANG," "NANOHANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Cinto, Tientsin and Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Lash, Dava, Simporia, Tawao, Uman, Jesselton and Labuan.

Telephone No. 8.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
Hongkong, 16th October, 1908.

GENERAL MANAGERS.

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

FOR	THE CO.'S S.S.	LEAVING
ANPING VIA SWATOW	"SHOSHU MARU"	FRIDAY, 16th Oct., at 10 A.M.
AMOI & TAKAO	Capt. ICHIKI	
TAMBUI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 18th Oct., at 9 A.M.
AMOI & TAKAO	Capt. Y. KAWABAKI	
SHANGHAI VIA SWATOW	"BUJUN MARU"	THURSDAY, 22nd Oct., at 9 A.M.
AMOI & FOCHOW	Capt. Y. FUSENO	

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Foochow, until further Notice.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unvalued Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 15th October, 1908.

T. ABIMA, Manager.

HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA AND PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports, Also via Aden or Port Said, by the Company's "Arabian and Persian Services" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBÉ	FOR HAVRE & HAMBURG
S.S. SENEGAMBIA ... 19th Oct.	S.S. SILEZIA ... 20th Oct.
S.S. SITHONIA ... 2nd Nov.	FOR HAVRE & HAMBURG
S.S. SCANDIA ... 20th Nov.	S.S. SAMBIA ... 2nd Nov.
S.S. ISTRIA ... 5th Dec.	FOR ANTWERP & HAMBURG
S.S. BRISGAVIA ... 17th Dec.	S.S. LIBERIA ... About beg. of Nov.
S.S. ANDALUSIA ... 27th Dec.	FOR HAVRE & HAMBURG
S.S. SAXONIA ... 9th Jan., 09	S.S. SENEGAMBIA ... 15th Nov.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 14th October, 1908.

EAST ASIATIC CO., LD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOK.
SWEDISH EAST ASIATIC CO., LD.
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA & KOBÉ	"CANTON"	About 17th October.
MARSEILLES, HAVRE and COPENHAGEN	"TRANQUEBAR"	19th October.
MARSEILLES, HAVRE and COPENHAGEN	"PEKING"	23rd October.
MARSEILLES, HAVRE and COPENHAGEN	"CANTON"	Middle of November.

For Further Particulars, apply to
Hongkong, 14th October, 1908.MELOHRS & CO.,
AGENTS.NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	HITACHI MARU Capt. F. E. Cope, Tons 3715	WED'DAY, 28th Oct., at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJÍ, KOBÉ, YOKOHAMA, and YOKOHAMA	KAMAKURA MARU Capt. H. Fraser, Tons 6120	WED'DAY, 11th Nov., at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	TANGO MARU Capt. Wm. Thompson, Tons 7463	TUESDAY, 27th Oct., at 4 P.M.
SHANGHAI and KOBÉ	AKI MARU Capt. M. Yagi, Tons 6444	TUESDAY, 10th Nov., at 4 P.M.
BOMBAY via SINGAPORE, and COLOMBO	KUMANO MARU Capt. N. Matheson, Tons 5076	FRIDAY, 30th Oct., at Noon
NAGASAKI, KOBÉ and YOKOHAMA	YAWATA MARU Capt. T. Sekino, Tons 3817	FRIDAY, 16th Oct., at Noon
KOBÉ and YOKOHAMA	KAGESHIMA MARU Capt. T. Arakawa, Tons 4697	FRIDAY, 16th Oct., at Noon
	YETOROFU MARU Capt. K. Sato, Tons 3948	MONDAY, 23rd Oct., at Noon
	YAWATA MARU Capt. T. Sekino, Tons 3817	WED'DAY, 28th Oct., at Noon
	WAKASA MARU Capt. N. Nielsen, Tons 6265	SATURDAY, 31st Oct., at Daylight

Fitted with Marconi's System of Wireless Telegraphy. Cargo only. Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

Hongkong 16th October, 1908.

CHARGEURS REUNIS
FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.
ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chingwa, (Peking Tientsin), Kobe, Yokohama, Genoa to Hongkong in 30 DAYS. NAPLES to HONGKONG in 23 DAYS. Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco. CONNECTING WITH CANADIAN PACIFIC RAILWAY. Freight to Overland. Passengers to Overland and Europe via Vancouver. YOKOHAMA to VANCOUVER, 13 DAYS. YOKOHAMA to LONDON and PARIS 28 DAYS.

HOMEWARD via MACALLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

+ AMIRAL OLRY ... 19th Oct. = CEYLON ... 26th Nov.

= COSE ... 11th Jan. 09

= New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins.

Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 18th September, 1908.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 17th Oct., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 24th Oct., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 9th October, 1908.

THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

Japan Office:—14, WATER STREET, YOKOHAMA.

920

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	Second half of Oct.	JAVA	Second half of Oct.
TJIKINI	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJILATJAP.	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
TJIMAHY	JAVA	First half of Nov.	SHANGHAI	First half of Nov.
TJILIWONG	JAPAN	First half of Nov.	JAPAN	First half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 15th October, 1908.

Telephone No. 375.

SOUTH MANCHURIA RAILWAY
SHORTEST & QUICKEST ROUTE TO EUROPE
IN 16 DAYS FROM SHANGHAI TO LONDON
VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KORE MARU" (2,877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchuria Express and Trans-Siberian Route (International Train de Luxe).

MAIN RAILWAY LINE—Tri-Weekly Express Service from Dairen to Kwanhsung (in connection with Siberian Express trains at Harbin) by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co. (This Service is available after middle of September, 1908)

BRANCH RAILWAY LINES:—

KROON LINE—For Kroon (Port Arthur), 2 hours from Dairen.
YSSOUKOU LINE—For Yssoukou (Newchwang), 4 hours from Tashihia Junction.
FUSUN LINE—For the famous Fusun Collieries from Sachiatan Junction.
ANTUNG-HAIEN LINE—A light railway from Mukden to Antung-Hsien connecting with the Korean Government Railway.RAILWAY HOTELS—"YAMATO" HOTELS (Tel. Add. "YAMATO").
At DAIREN (Dalny), PORT ARTHUR and KWANCHENGZU, and also very shortly at MUKDEN, all managed by the Company and provided with every convenience, luxury, and comfort.SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add. "MANCHU". Codes: A.B.C., 5th Ed., A.I. and Lieber's. 1903

SHIPPING IN PORT.

STEAMERS.

ASIA, British str., 2,335, Harry Cantor, 8th Oct.	Phanang, German str., 1,021, F. v. Mangelsdorf, 2nd October—Bungkok 25th Sept., Rice—N. D. L.
ASAMA, British str., 2,705, Carr, 13th Oct.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
AYALA, British str., 2,383, W. Hume, 10th Oct.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
BENAVON, British str., Thomson, 13th Oct.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
BORNEO, German str., 1,341, F. Sembill, 9th Oct.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
BOURDON, French str., 937, Le Bail, 13th Oct.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
CHIPSALING, British str., 1,193, F. Mooney, 11th Oct.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
EXPRESS, British str., 2,343, P. T. Helms, 11th Oct.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
GLENNON, British str., 2,399, W. J. Lykins, 7th Oct.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
GLANTURBERT, British str., 3,016, Walister, 12th Oct.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
HAIRUN, British str., 636, J. W. Evans, 14th Oct.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
HAKATA MARU, Japanese str., 6,161, T. Mura, 14th Oct.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
HINSANG, British str., 1,536, A. G. Smith, 8th Oct.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
HONGKONG, British str., 2,153, Homa, 13th Oct.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
ICHANG, British str., 1,228, Taebben, 1st Oct.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
KURASAO, British str., 2,078, E. J. Buller, 8th Oct.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
KWAIYANG, British str., 1,041, Downes, 11th Oct.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
KWANGSUNG, Chinese str., 1,340, R. Lincoln, 10th Oct.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
KWONGSANG, British str., 1,428, P. Baker, 13th Oct.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
LABETTES, British str., 1,340, Frampson, 12th Oct.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
LANDRAT, German str., 1,011, J. Grandt, 10th Oct.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
LOCKYER, German str., 1,020, W. Taubert, 13th Oct.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
MARIE, German str., 1,169, Christiansen, 20th Sept.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
MAUSANG, British str., 1,644, Weigall, 9th Oct.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
Sandakan 3rd Oct., Timber and General—Jardine, Matheson & Co.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
MICHAEL JENSEN, German str., 351, H. B. n. Dixon, 13th Oct.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
Kwong Yen 8th October, Cement and Stone—Jubon & Co.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
MONGOLIA, American str., 8,750, P. S. Porter, 11th Oct.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
MONMOUTH, British str., 3,300, E. Warner, 12th Oct.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
Shanghai 9th Oct., General—Shewan, Tomes & Co.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
PARSEUS, British str., 6,723, E. Warrall, 14th Oct.	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
Singapore 9th Oct., General—	POONA, British str., 4,878, A. F. Vise, R.N.R., 12th Oct.
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SINGAPORE 9th Oct., General—	POONA, British str., 4,87

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